

एजुकेशन स्टेट सब्जेक्ट है। अगर स्टेट से कोई प्रपोजल आगे आये.....

SHRI SATYASADHAN CHAKRABORTY : On a point of order. She says that elementary education is a State subject. Is it correct ?

DR. SUBRAMANIAM SWAMY : It is in the Concurrent List. (*Interruptions*) Forty-Second Amendment.

SHRI SATYASADHAN CHAKRABORTY : She is Education Minister. She should understand.

SHRIMATI SHEILA KAUL : It is looked after by the State ..

SHRI SATYASADHAN CHAKRABORTY : It may be largely managed by the State, but it is not a State subject.

MR. SPEAKER : It is primarily the concern of States. Of course, it is in the Concurrent List.

SHRIMATI SHEILA KAUL : It is the responsibility of the State.

MR. SPEAKER : The responsibility lies with the State.

श्रीमती शीला कौल : अगर स्टेट गवर्नमेंट कोई प्रपोजल हमारे सामने रखे तो हम उसको देखेंगे।

जैसा कि माननीय सदस्य ने कहा है कि वर्ल्ड बैंक से हमें कोई पैसा मिला है, यह सही

नहीं है। हमें वर्ल्ड बैंक से कोई पैसा नहीं मिला है।

Improving Ship-Repairing Facilities in the Country

*164. **SHRI B.V. DESAI :**
SHRI KRISHNA CHANDRA HALDER :

Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether it is a fact that the shipping Corporation of India is spending huge amount abroad for ship repairing because of inadequate repairing facilities in our country ;

(b) if so, details thereof ;

(c) whether there is any proposal for improving ship-repairing facilities in the country ;

(d) if so, details thereof ;

(e) whether any steps were taken by Government in this regard ; and

(f) if not, reasons therefor ?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAY BHASKARA REDDY) : (a) to (f) A Statement is laid on the Table of the Lok Sabha.

(a) Yes, Sir.

(b) The information available w.r.t. S.C.I. Fleet is as follows :

LINER & PASSENGER SHIPS

YEAR	No. of shipr dry-docked in India	Amount spent in India	No. of ships dry-docked abroad	Expenditure incurred abroad
		(Rs. in lakhs)		(Rs. in lakhs)
1979	49	223.38	14	303.47
1980	49	225.72	11	115.47
1981	32	303.52	22	379.25
1982	44	310.00	12	182.93

BULK CARRIERS & TANKERS

Year	Amount spent (Rupees in lakhs)	
	In Indian Rupees (for dry-docking in India)	In foreign currency (for dry-docking abroad)
1979-80	—	1685.22 (34)
1980-81	36.39 (1)	2756.15 (22)
1981-k2	534.65 (7)	2527.52 (24)
1982-83	337.84 (5)	2264.31 (22)

Figures in brackets indicate number of ships dry docked.

(c) Yes, Sir.

(d) & (e) A 15-Year Prespective Plan for shiprepair facilities in India has been prepared by the Consultants. The recommendations of the Consultants have been accepted and the proposals for improving shiprepairing facilities are in the process of formulation.

(f) Does not arise.

SHRI KRISHNA CHANDER HALDER : In reply to my question part (a), he has agreed that the country is spending a huge amount for repairing our ships outside India. Here, in the reply there are two tables. In 1979-80 about Rs. 19 crores were spent for ship repairing abroad. Similarly, in 1980-81 about Rs. 38 crores were spent and in 1981-82 about Rs. 28 crores were spent. In 1982-83 the expenditure is about Rs. 23 crores. So every year we have to spend such a huge amount of foreign exchange. Government always say that their aim is to achieve self-sufficiency in all sectors. But here in regard to ship-repairing we are lagging behind. What action is the Government going to take and what about the recommendations of the consultants regarding a 15-year perspective plan? And which are those ports where you are going to set up ship repairing facilities and has any time-bound programme been drawn up to implement the above recommendations?

SHRI K. VIJAYA BHASKARA REDDY : For some more years we have to get our ships repaired outside. This is a fact we have to reconcile with. Only recently we have decided to spend on the

building of workshops for ship repairs in our country. As has been mentioned, a 15 year perspective plan has been drawn up in consultation with some firms. Decisions also have been taken. It is almost in all the ports—augmentation proposals in Calcutta port, augmentation proposals in Bombay port, augmentation proposals in Cochin shipyard, augmentation proposals in the Hindustan Shipyard (*Interruptions*) Yes, in Madras also. In Madras there is a proposal for a floating dock. Most of our important harbours are going to have improvements in this regard. Even then you will have to reconcile to the position that for some years to come our ships have to be repaired outside.

SHRI KRISHNA CHANDRA HALDER : Are you satisfied, Sir? The answer is not satisfactory. I am not satisfied. You are not also satisfied. Anyway, I am putting my second supplementary

PROF MADHU DANDAVATE : Even the Minister is not satisfied.

SHRI KRISHNA CHANDRA HALDER : The Government earlier decided to set up a ship-building yard at Haldia port which is a subsidiary port of Calcutta and the Government's response was not favovrable. At another time the Government decided to set up a ship-repairing yard at Haldia port. The Chief Minister of West Bengal has written several letters to set up immediately the ship-repairing yard at Haldia and I have myself tried for the last five years for setting up this ship-repairing yard at Haldia. So, I

would like to know from the hon. Minister as to when the shiprepairing yard at Haldia will be set up and when it will—start functioning. I want a clear answer from the hon. Minister.

SHRI K. VIJAYA BHASKARA REDDY : Sir, this is under the active consideration of the Government. This is one of the recommendations of the 85-Year Perspective Plan by the Consultant to whom Mr. Halder referred.

I cannot say when it is going to function. But, Government is likely to take a decision very soon about the ship-repairing complex.

SHRI KRISHNA CHANDAR HALDER : How long have we to wait ?

MR. SPEAKER : Until a decision is taken.

SHRI KRISHNA CHANDRA HALDER : For how long have we to wait for the setting up of the shiprepairing yard ?

MR. SPEAKER : That is all right. Mr. Gupta.

SHRI INDRAJIT GUPTA : First of all there is a mention in the statement about the consultants who have made this recommendation. I would like to know from the hon. Minister who are the consultants. Is it a Particular consultancy firm or more than one firm or they are all foreign firms ? How much we will have to spend on the consultancy fees if there are foreign firms, particularly ? Secondly, he has mentioned that this is a 15-year perspective plan. We are, I think, now in the penultimate year of the Sixth Plan. 7th Plan, 8th Plan are yet to be formulated.

It is very gratifying to note that in the ship repairing facilities sector, they have already been thinking of working out a 15-year perspective plan—not related to the rest of the future plans at all. May I know from him—

(a) who are those consultants ?

(b) At the end of the 15-year perspective plan, if it materialises, to what

extent we will be self-sufficient in ship repairing facilities taking into account the fact that there is a worldwide ship recession ; we are not acquiring any new vessel although the prices have gone down—both of new and second-hand ships.

Taking into account all these, would you please tell us what is the ultimate goal of the 15-year perspective plan ? Who are the consultants who are advising you ?

SHRI K. VIJAYA BHASKARA REDDY : Sir, originally, the consultants were Engineers India Ltd. in Collaboration with a West German firm—Blohm and Voss. We are not consulting them now. We have our own experts who are dealing with this. The latest decisions are taken by the expert groups of our own department. The object, of course, is to have our own ship repairing. The facilities are now very meagre. Small vessels of 30,000 to 45,000 NWT only can be repaired here. But, the bulk carriers and tankers have necessarily to go outside. The 15 year plan is related to the planning. Nothing is outside. It is all a part of the plan. This is only to facilitate our big ships to be repaired in our country. Beyond this, as I said, it will take some more time for the entire thing to be implemented. Till such time, the ships have to go to other ports. Ultimately, after this Plan is complete, all our ships will be repaired in our country. This is our goal.

SHRI D.K. NAIKAR : May I know from him whether he has got any proposal to start such a plan in Karwar port in Karnataka ? When This matter was taken up about starting such a yard there, we were informed, if I am correct, that there was a proposal. If so, what is the progress made so far in regard to it ?

SHRI K. VIJAYA BHASKARA REDDY : It is under the consideration of the Government.

SHRI K. MAYATHEVAR : Speaker, Sir, the hon. Minister's answer to this question is quite unpleasant, unhappy and unsatisfactory to us and also to the Minister himself. It is highly regrettable that even after 35 years of Independence of

this great nation, we do not have independent ship repairing yards anywhere in our country. I was under the impression because we have discussed that, that they would be opening a ship repairing yard at Madras Port. I am shocked to hear now from him that nothing is in existence. I want to know from him whether the ship repairing yard is going to be opened in Madras port shortly. If so, what will be its capacity; what is the quantum of amount that you are going to spend in Madras Port for opening a ship repairing yard' If at all it is to be opened, will it be before your term?

SHRI K. VIJAYA BHASKARA REDDY : Sir, it would be better if the hon. Member goes and see the harbour. Then he will come to know the expansion that has taken place during the last 30 years. Sir, there is a proposal to have a floating dock in Madras port. A technical committee has been set-up by the port Trust and the Government is seriously considering it.

**अन्तर्राष्ट्रीय सम्मेलनों के कार्यवाही
वृत्तांत का हिन्दी में साथ-साथ
अनुवाद (इंटरप्रेटेशन)**

* 166. श्री राम विलास पासवान : क्या विदेश मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पिछले गुट निरपेक्ष सम्मेलन में उसके कार्यवाही वृत्तांत का हिन्दी में साथ-साथ अनुवाद करने की कोई व्यवस्था नहीं की गई थी;

(ख) यदि हां, तो इसके क्या कारण हैं; और

(ग) क्या सरकार का विचार अगले राष्ट्र-मंडल सम्मेलन में ऐसी व्यवस्था करने का है, और यदि नहीं, तो इसके क्या कारण हैं ?

विदेश मन्त्री (श्री पी० वी० नरसिंह राव) : (क) और (ख) नई दिल्ली में संपन्न सातवें गुट निरपेक्ष शिखर सम्मेलन में, स्थापित प्रथा के अनुसार, साथ-साथ अनुवाद करने और प्रलेख तैयार करने के लिए सम्मेलन की चार आधि-

कारिक भाषाओं यानी अंग्रेजी, फ्रेंच स्पेनिश और अरबी में प्रबन्ध किए गये थे।

(ग) राष्ट्रमंडल शासनाध्यक्षों के सम्मेलन का आयोजन और उसकी व्यवस्था का दायित्व राष्ट्रमंडल सचिवालय का है और आतिथेय देश होने के नाते भारत राष्ट्रमंडल सचिवालय को जब भी जरूरत होगी, उसे सभी आवश्यक संभार तंत्र उपलब्ध कराएगा।

श्री राम विलास पासवान : अध्यक्ष महोदय इससे ज्यादा शर्म की बात भारत के लिए और कुछ हो नहीं सकती है कि भारत में सम्मेलन हो और भारत की अपनी कोई भाषा में उसके अनुवाद की व्यवस्था न हो। हमारे विदेश मन्त्री यू एन ओ में जाकर हिन्दी में भाषण किया करते थे, उस परम्परा को भी अब खत्म कर दिया गया है। लेकिन अपने यहां शिखर सम्मेलन होता है और देश की बहुसंख्यक जो जनता है वह जिस भाषा को जानती और समझती है, उस में अनुवाद की व्यवस्था नहीं की जाती है। दूसरे देशों के लोग भी इसको अपोज करने वाले नहीं थे। नेपाल, श्रीलंका के लोग हमारी भाषा को समझते हैं। लेकिन उसके बावजूद भी अपनी भाषा में कार्रवाई का अनुवाद नहीं हुआ। मैं मन्त्री महोदय से पूछना चाहता हूं कि क्या नेम प्लेट को अपनी भाषा में लिखने से भी किसी ने रोका था और यदि नहीं तो नेम प्लेट अपनी भाषा में क्यों नहीं लगवाई। आप बोले थे और यदि आप अनुवादक के लिए कहते और जे एन यू पर या दूसरी यूनिवर्सिटीज पर छोड़ते इस काम को जहां तीन-तीन, चार-चार भाषाएं बोलने और समझने वाले लोग मौजूद हैं तो क्या वे इसकी व्यवस्था करवा नहीं सकते थे? क्या अनुवाद करवाने से आपको कोई रोक सकता था? मैं आपकी जानकारी के लिए कहना चाहता हूं कि आई पी यू की बैठक में भाग लेने के लिए मैं और हमारे मन्त्री जी, ला मिनिस्टर साहब गये थे और अगर वह सो नहीं रहे हैं तो मैं बताना चाहता हूं —